

Panaji, 31st December, 2009 (Pausa 10, 1931)

SERIES I No. 40

# OFFICIAL GOVERNMENT OF GOA GAZETTE



PUBLISHED BY AUTHORITY

## INDEX

Department	Order/Notification	Subject	Pages
1. a. Civil Supplies & Consumer Affairs Director & ex officio Jt. Secy.	DCS/Price Rise/08-271	Amendment to the Programme "Govt. Intervention for Control of Price Rise".	2507
b. —do—	DCS/ENF/SOLV-01/09/330	Amending the Solvent, Raffinate & Slop (Acquisition, Sale, Storage and Prevention of use in Automobile) Order, 2000.	2508
2. Education, Art & Culture Director & ex officio Jt. Secy.	DE/ADM.III/BLD/ISC/ /PF.II/2009	Scheme—Revised Scheme for the Esatabliment of Integrated Educational Complexes.	2508
3. Law & Judiciary			
a. Legal Affairs Division Under Secretary.	10/1/2009-LA/349	The Carriage by Air (Amendment) Act, 2009.	2510
b. Establishment Division Under Secretary.	9/4/2008-LD (Estt.)/5849	Creation of post.	2524

## GOVERNMENT OF GOA

Department of Civil Supplies  
& Consumer Affairs

### Notification

DCS/Price Rise/08-271

Read: 1) Notification No. DCS/Price-Rise/  
/08-271 dated 30-05-2008.

2) Notification No. DCS/Price-Rise/  
/08-271 dated 29-10-2008.

3) Notification No. DCS/Price-Rise/  
/08-271 dated 24-02-2009.

4) No. 17/25/2007-GAD-II (XXV)  
dated 25-02-2009.

5) Notification No. DCS/Price-Rise/  
/08-271/1954 dated 26-02-2009.

6) Notification No. DCS/Price-Rise/  
/08-271 dated 13-11-2009.

Where the Government has introduced the programme "Government Intervention for Control of Price Rise".

And whereas Government considers it necessary to carry out certain amendments for smooth implementation of this programme.

Now, therefore, Government is pleased to amend the programme "Government Intervention for Control of Price Rise" as follows:-

- 1) Amendment of Para "Commodities":-
  - i) Under the item "Commodity" below mentioned commodity shall be added:-

Sr. No.	Commodity	Maximum Quantity
5(a)	Sugar	2 kgs. per month

This amendment shall come into force with immediate effect.

Concurrence of the F. D. is conveyed vide their O. U. 5768 dated 26-10-09.

By order and in the name of the Governor of Goa.

*Sunil P. Masurkar*, Director of Civil Supplies & Consumer Affairs ex officio Jt. Secretary.

Panaji, 22nd December, 2009.

### Notification

DCS/ENF/SOLV-01/09/330

Order No. GSR 835(E) dated 19th November, 2009 issued by the Ministry of Petroleum and Natural Gas, Government of India, New Delhi, Published in Part II-Section 3(1) of the Gazette of India (Extraordinary) dated 23rd November, 2009 making the Order further to amend the Solvent, Raffinate & Slop (Acquisition, Sale, Storage and Prevention of use in Automobile) Order, 2000 is hereby re-published for general information of the public.

*Sunil P. Masurkar*, Director of Civil Supplies & Consumer Affairs, ex officio Jt. Secretary.

Panaji, 17th December, 2009.

### MINISTRY OF PETROLEUM AND NATURAL GAS

#### Order

*New Delhi, the 19th November, 2009.*

*G.S.R. 835(E).*— In exercise of the powers conferred by Section 3 of the Essential Commodities Act, 1955 (10 of 1955), the Central Government hereby makes the following order further to amend the Solvent, Raffinate and Slop (Acquisition, Sale, Storage

and Prevention of use in Automobiles) Order, 2000, namely:—

1. (1) This order may be called the Solvent, Raffinate and Slop (Acquisition, Sale, Storage and Prevention of use in Automobiles) Amendment Order, 2009.

(2) It shall come into force on the date of its publication in the Official Gazette.

2. In the Solvent, Raffinate and Slop (Acquisition, Sale, Storage and Prevention of use in Automobiles) Order, 2000, in the Schedule, serial number 14 and the entry relating thereto, shall be omitted.

[F. No. P.-11013/3/2007-Dist]  
APURVA CHANDRA, Jt. Secy.

Note: The Principal Order was published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i) vide number G.S.R. 519(E) dated 5th June, 2000 and amended vide G.S.R. 576(E) dated 30th June, 2000, G.S.R. 578(E) dated 30th June, 2000, G.S.R. 856(E) dated 21st November, 2001, G.S.R. 470(E) dated 2nd July, 2002, G.S.R. 404(E) dated 4th July, 2006, G.S.R. 743(E) dated 7th December, 2006, G.S.R. 689(E) dated 1st November, 2007 and G.S.R. 382(E) dated 29th May, 2009.

### Department of Education, Art & Culture Directorate of Education

#### Notification

DE/ADM.III/BLD/ISC/P.F.II/2009

The Government of Goa is pleased to frame the following Revised Scheme:—

#### Revised Scheme for the Establishment of Integrated Educational Complexes

The Scheme envisages setting up of Integrated Educational Complexes at Bambolim, Mapusa and Margao, initially at Bambolim.

**Aims and Objectives**

The Integrated Educational Complex is an unique approach to provide better education (with common facilities) to students coming from all backgrounds as it is observed that many of the schools located in Urban areas are functioning in congested areas/flats and do not have any space for infrastructure facilities such as playground, auditorium, etc. which does not provide the right school atmosphere.

**Components of the Scheme**

1. The Integrated Educational Complex would provide a plot of land for schools/ /institutions for their own building/ /buildings in ratio of their existing strength.
2. The allotment of land to each school/ /institution shall be on a lease basis for 99 years.
3. The construction of the building of the school/institution shall be attended to independently by the school management for which the institution may avail of the benefit under Infrastructure Loan-cum-Grant Scheme for Government aided institutions. However, the building plans should invariably be approved by the Government.
4. Each school shall shape its own institution in terms of physical structure, architecture designs within the parameters of Goa School Education Rules & Acts.
5. The Management and maintenance of their building/buildings will be the responsibility of the school/institution concerned.

**Eligibility**

1. Government-aided institutions in the city/ /town of Panaji/Margao/Mapusa located within 10 kms. of the complex site and engaged in educational activities, if they so desire to shift from their present location due to the fact that their schools are presently functioning in areas which are congested and with insufficient infrastructure, may apply.

2. Existing Government educational institutions that have no or insufficient premises and located within 10 kms. of the proposed complex site may also apply.

**How to apply**

The institutions which fulfill the eligibility criteria have to apply to the Director of Education requesting for allotment of land giving all the details as follows:

- i. Certificate of Registration of the Society and Renewal certificate for educational purpose.
- ii. Copy of permission and recognition granted by the Department.
- iii. Status note of the Institution since its inception highlighting its achievement.
- iv. Copy of recent School Managing Committee approved by the Department.
- v. The institution should give an undertaking that they will utilize the land for the purpose it was granted and that the building/buildings will be constructed within three years.

**Scrutiny of Proposals**

All proposals under the scheme shall be scrutinized by a committee chaired by Secretary of Education and comprising of Director of Education, Senior Dy. Director of Education, Joint Director of Accounts as member. The committee will recommend to the Government the cases for allotment of land after examining and scrutinizing the proposals submitted by the institutions, based on a clear out criterion adopted by the Committee for fairness, transparency and equity.

**General Conditions**

The lands, buildings and other infrastructure set up/acquired on the said land allotted by the Government shall not be disposed off/ /Management allowed to be changed without the prior written sanction of the Government.

In case the school building/buildings are not constructed within three years the Directorate of Education has the right to resume the land allotted to the management

automatically without any further notice. The said schools whom the land will be allotted will be responsible for completion of the building and infrastructure within this period of three years and no extension after will be admissible under this scheme beyond period of three years.

By order and in the name of the Governor of Goa.

*Dr. Celsa Pinto*, Director of Education & ex officio Joint Secretary.

Panaji, 22nd December, 2009.



## Department of Law and Judiciary

Legal Affairs Division

### Notification

10/1/2009-LA/349

The Carriage by Air (Amendment) Act, 2009 (Central Act No. 28 of 2009), which has been passed by Parliament and assented to by the President of India on 20-3-2009 and published in the Gazette of India, Extraordinary, Part II, Section 1 dated 20-3-2009, is hereby published for general information of the public.

*Julio Barbosa Noronha*, Under Secretary (Law).

Porvorim, 8th December, 2009.



## THE CARRIAGE BY AIR (AMENDMENT) ACT, 2009

AN

ACT

*further to amend the Carriage by Air Act, 1972.*

Be it enacted by Parliament in the Sixtieth Year of the Republic of India as follows:—

1. *Short title and commencement.*— (1) This Act may be called the Carriage by Air (Amendment) Act, 2009.

(2) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.

2. *Amendment of long title.*— In the Carriage by Air Act, 1972 <sup>69 of 1972.</sup> (hereinafter referred to as the principal Act), in the long title, for the words “and to make provision for”, the words, figures and letters “and also to the Montreal Convention signed on the 28th day of May, 1999 and to make provision for” shall be substituted.

3. *Amendment of section 2.*— In section 2 of the principal Act, after clause (ii), the following clauses shall be inserted, namely:—

‘(iii) “Montreal Convention” means the Convention for the unification of certain rules for international carriage by air signed at Montreal on the 28th day of May, 1999;

(iv) “Annexure” means the Annexure annexed to this Act.’.

4. *Amendment of section 3.*— In section 3 of the principal Act,—

(a) for sub-section (2), the following sub-section shall be substituted, namely:—

“(2) For the purpose of this Act, the High Contracting Parties to the Convention and the date of enforcement of the said Convention shall be such as are included in Part I of the Annexure.”;

(b) for sub-section (5), the following sub-section shall be substituted, namely:—

“(5) The Central Government may, having regard to the objects of this Act, and if it considers necessary or expedient so to do, by notification in the Official Gazette, add to, or, as the case may be, omit from, Part I of the Annexure, any High Contracting Party and on such addition, or as the case may be, omission, such High Contracting Party shall be or shall cease to be, a High Contracting Party.”.

5. *Amendment of section 4.*— In section 4 of the principal Act, for sub-section (2), the following sub-sections shall be substituted, namely:—

“(2) For the purpose of this Act, the High Contracting Parties to the amended Convention and the date of enforcement of the said amended Convention shall be such as are included in Part II of the Annexure.

(2A) The Central Government may, having regard to the objects of this Act, and if it considers necessary or expedient so to do, by notification in the Official Gazette, add to, or, as the case may be, omit from, Part II of the Annexure, any High Contracting Party and on such addition, or, as the case may be, omission, such High Contracting Party shall be or shall cease to be, a High Contracting Party.”.

6. *Insertion of new section 4A.*— After section 4 of the principal Act, the following section shall be inserted, namely:—

“4A. *Application of Montreal Convention to India.*— (1) The rules contained in the Third Schedule, being the provisions of the Montreal Convention relating to the rights and liabilities of carriers, passengers, consignors, consignees and other persons, shall, subject to the provisions of this Act, have the force of law in India in relation to any carriage by air to which those rules apply, irrespective of the nationality of the aircraft performing the carriage.

(2) For the purpose of this Act, the State Parties to the Montreal Convention and the date of enforcement of the said Montreal Convention shall be such as are included in Part III of the Annexure.

(3) Any reference in the Third Schedule to the territory of any State Party to the Montreal Convention shall be construed as a reference to all the territories in respect of which he is party.

(4) Any reference in the Third Schedule to agents of the carrier shall be construed

as including a reference to servants of the carrier.

(5) The Central Government may, having regard to the objects of this Act, and if it considers necessary or expedient so to do, by notification in the Official Gazette, add to, or, as the case may be, omit from, Part III of the Annexure, any State Party and on such addition, or as the case may be, omission, such State Party shall be or shall cease to be, a State Party.”.

7. *Amendment of section 5.*— In section 5 of the principal Act,—

(a) in sub-section (1), for the words “the First Schedule and in the Second Schedule”, the words “the First Schedule, the Second Schedule and the Third Schedule” shall be substituted;

(b) in sub-section (5), for the words “the First Schedule or of the Second Schedule”, the words “the First Schedule or the Second Schedule or the Third Schedule” shall be substituted.

8. *Insertion of new section 6A.*— After section 6 of the principal Act, the following section shall be inserted, namely:—

“6A. *Conversion of Special Drawing Rights.*— Any sum in Special Drawing Rights mentioned in rules 21 and 22 of the Third Schedule shall, for the purpose of any action against a carrier, be converted into rupees at the rate of exchange prevailing on the date on which the amount of damages to be paid by the carrier is ascertained by the Court in accordance with the provisions of rule 23 of the said Third Schedule.”.

9. *Amendment of section 8.*— In section 8 of the principal Act, for sub-section (3), the following sub-section shall be substituted, namely:—

“(3) The Central Government may, by notification in the Official Gazette, apply the



rules contained in the Third Schedule and any provision of section 4A or section 5 or section 6A to such carriage by air, not being international carriage by air as defined in the Third Schedule, as may be specified in the notification, subject, however, to such exceptions, adaptations and modifications, if any, as may be so specified.”.

10. *Insertion of Third Schedule and Annexure.*— After the Second Schedule to the principal Act, the following Schedule and Annexure shall be inserted, namely:—

#### ‘THE THIRD SCHEDULE

(See section 4A)

#### RULES

##### CHAPTER I

##### Scope of Application

1. (1) These rules shall apply to all international carriage of persons, baggage or cargo performed by aircraft for reward. They shall apply also to such carriage when performed gratuitously by an air transport undertaking.

(2) In these rules, unless the context otherwise requires,—

(a) “baggage” means both checked baggage and unchecked baggage;

(b) “days” means calendar days and not working days;

(c) “depository” means the International Civil Aviation Organisation;

(d) “State Party” means a signatory or acceding State to the Montreal Convention whose instrument of ratification or accession has been deposited with the depository.

(3) For the purposes of these rules, the expression, “international carriage” means any carriage in which, according to the agreement between the parties, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two State Parties, or within the territory of a single State Party if there is an agreed stopping place within the territory of another State, even if that State is not a State Party. A carriage between two points within the territory

of a single State Party without an agreed stopping place within the territory of another State shall not be deemed to be international carriage for the purposes of these rules.

(4) A carriage to be performed by several successive air carriers shall be deemed for the purposes of these rules, to be one undivided carriage if it has been regarded by the parties as a single operation, whether it has been agreed upon under the form of a single contract or of a series of contracts, and it shall not lose its international character merely because one contract or a series of contracts is to be performed entirely within the territory of the same State.

(5) These rules shall apply also to carriage as set out in Chapter V, subject to the terms contained therein.

2. (1) These rules shall apply to carriage performed by the State or by legally constituted public bodies provided it falls within the conditions laid down in rule 1.

(2) In the carriage of postal items, the carrier shall be liable only to the relevant postal administration in accordance with the rules applicable to the relationship between the carriers and the postal administration.

(3) Except as provided in sub-rule (2), these rules shall not apply to the carriage of postal items.

##### CHAPTER II

##### Documentation and Duties of the Parties Relating to the Carriage of Passengers, Baggage and Cargo

3. (1) In respect of carriage of passengers, an individual or collective document of carriage shall be delivered containing—

(a) an indication of the places of departure and destination;

(b) if the places of departure and destination are within the territory of a single State Party, one or more agreed stopping places being within the territory of another State, an indication of at least one of such stopping places.

(2) Any other means which preserves the information indicated in sub-rule (1) may be substituted for the delivery of the document referred to in that sub-rule. If any such other means is used, the carrier shall offer to deliver to the passenger a written statement of the information so preserved.

(3) The carrier shall deliver to the passenger a baggage identification tag for each piece of checked baggage.

(4) The passenger shall be given written notice to the effect that where these rules are applicable it governs and may limit the liability of carriers in respect of death or injury and for destruction or loss of, or damage to, baggage, and for delay.

(5) Non-compliance with the provisions of sub-rules (1), (2) and (3) shall not affect the existence or the validity of the contract of carriage, which shall, nonetheless, be subject to these rules including those relating to limitation of liability.

4. (1) In respect of the carriage of cargo, an air waybill shall be delivered.

(2) Any other means which preserves a record of the carriage to be performed may be substituted for the delivery of an air waybill. If such other means are used, the carrier shall, if so requested by the consignor, deliver to the consignor a cargo receipt permitting identification of the consignment and access to the information contained in the record preserved by such other means.

5. The air waybill or the cargo receipt shall include—

(a) an indication of the places of departure and destination;

(b) if the places of departure and destination are within the territory of a single State Party, one or more agreed stopping places being within the territory of another State, an indication of at least one of such stopping places; and

(c) an indication of the weight of the consignment.

6. The consignor may be required, if necessary to meet the formalities of customs, police and similar public authorities, to deliver a document indicating the nature of the cargo. This provision shall not create for the carrier any duty, obligation or liability resulting therefrom.

7. (1) The air waybill shall be made out by the consignor in three original parts. The first part shall be marked "for the carrier" and it shall be signed by the consignor. The second part shall be marked "for the consignee" and it shall be signed by the consignor and by the carrier. The third part shall

be signed by the carrier who shall hand it to the consignor after the cargo has been accepted.

(2) The signature of the carrier and of the consignor may be printed or stamped.

(3) If, at the request of the consignor, the carrier makes out the air waybill, the carrier shall be deemed, subject to proof to the contrary, to have done so on behalf of the consignor.

8. When there is more than one package—

(a) the carrier has the right to require the consignor to make out separate air waybills;

(b) the consignor has the right to require the carrier to deliver separate cargo receipts when the other means referred to in sub-rule (2) of rule 4 are used.

9. Non-compliance with the provisions of rules 4, 5, 6, 7 and 8 shall not affect the existence or the validity of the contract of carriage, which shall, nonetheless, be subject to these rules including those relating to limitation of liability.

10. (1) The consignor is responsible for the correctness of the particulars and statements relating to the cargo inserted by it or on its behalf in the air waybill or furnished by it or on its behalf to the carrier for insertion in the cargo receipt or for insertion in the record preserved by the other means referred to in sub-rule (2) of rule 4. The foregoing shall also apply where the person acting on behalf of the consignor is also the agent of the carrier.

(2) The consignor shall indemnify the carrier against all damage suffered by it, or by any other person to whom the carrier is liable, by reason of the irregularity, incorrectness or incompleteness of the particulars and statements furnished by the consignor or on its behalf.

(3) Subject to the provisions of sub-rules (1) and (2), the carrier shall indemnify the consignor against all damages suffered by it, or by any other person to whom the consignor is liable, by reason of the irregularity, incorrectness or incompleteness of the particulars and statements inserted by the carrier or on its behalf in the cargo receipt or in the record preserved by the other means referred to in sub-rule (2) of rule 4.

11. (1) The air waybill or the cargo receipt shall be *prima facie* evidence of the conclusion of the

contract, of the acceptance of the cargo and of the conditions of carriage mentioned therein.

(2) Any statements in the air waybill or the cargo receipt relating to the weight, dimensions and packing of the cargo, as well as those relating to the number of packages, are *prima facie* evidence of the facts stated therein; those relating to the quantity, volume and condition of the cargo do not constitute evidence against the carrier except so far as they both have been, and are stated in the air waybill or the cargo receipt to have been, checked by it in the presence of the consignor, or relate to the apparent condition of the cargo.

12. (1) Subject to its liability to carry out all its obligations under the contract of carriage, the consignor has the right to dispose of the cargo by withdrawing it at the airport of departure or destination, or by stopping it in the course of the journey on any landing, or by calling for it to be delivered at the place of destination or in the course of the journey to a person other than the consignee originally designated, or by requiring it to be returned to the airport of departure. The consignor shall not exercise this right of disposition in such a way as to prejudice the carrier or other consignors and shall reimburse any expenses occasioned by the exercise of this right.

(2) If it is impossible to carry out the instructions of the consignor, the carrier shall so inform the consignor forthwith.

(3) If the carrier carries out the instructions of the consignor for the disposition of the cargo without requiring the production of the part of the air waybill or the cargo receipt delivered to the latter, the carrier shall be liable, without prejudice to its right of recovery from the consignor, for any damage which may be caused thereby to any person who is lawfully in possession of that part of the air waybill or the cargo receipt.

(4) The right conferred on the consignor ceases at the moment when that of the consignee begins in accordance with rule 13. Nevertheless, if the consignee declines to accept the cargo, or cannot be communicated with, the consignor shall resume its right of disposition.

13. (1) Except when the consignor has exercised its right under rule 12, the consignee shall be entitled, on arrival of the cargo at the place of destination, to require the carrier to deliver the cargo to it, on payment of the charges due and on complying with the conditions of carriage.

(2) Unless it is otherwise agreed, it shall be the duty of the carrier to give notice to the consignee as soon as the cargo arrives.

(3) If the carrier admits the loss of the cargo, or if the cargo has not arrived at the expiration of seven days after the date on which it ought to have arrived, the consignee shall be entitled to enforce against the carrier the rights which flow from the contract of carriage.

14. The consignor and the consignee may respectively enforce all the rights given to them by rules 12 and 13, each in its own name, whether it is acting in its own interest or in the interest of another, provided that it carries out the obligations imposed by the contract of carriage.

15. (1) The provisions of rules 12, 13 and 14 shall not affect either the relations of the consignor and the consignee with each other or the mutual relations of third parties whose rights are derived either from the consignor or from the consignee.

(2) The provisions of rules 12, 13 and 14 shall be varied only by express provision in the air waybill or the cargo receipt.

16. (1) The consignor shall furnish such information and such documents as are necessary to meet the formalities of customs, police and any other public authorities before the cargo can be delivered to the consignee. The consignor shall be liable to the carrier for any damage occasioned by the absence, insufficiency or irregularity of any such information or documents, unless the damage is due to the fault of the carrier, its servants or agents.

(2) The carrier shall be under no obligation to enquire into the correctness or sufficiency of such information or documents.

### CHAPTER III

#### Liability of the Carrier and Extent of Compensation for Damages

17. (1) The carrier shall be liable for damages sustained in case of death or bodily injury of a passenger upon condition only that the accident which caused the death or injury took place on board the aircraft or in the course of any of the operations of embarking or disembarking.

(2) The carrier shall be liable for damages sustained in case of destruction or loss of, or of



damage to checked baggage upon condition only that the event which caused the destruction, loss or damage took place on board the aircraft or during any period within which the checked baggage was in the charge of the carrier. However, the carrier shall not be liable if and to the extent that the damage resulted from the inherent defect, quality or vice of the baggage. In the case of unchecked baggage, including personal items, the carrier is liable if the damage has resulted from its fault or that of its servants or agents.

(3) If the carrier admits the loss of the checked baggage, or if the checked baggage has not arrived at the expiration of twenty-one days after the date on which it ought to have arrived, the passenger shall be entitled to enforce against the carrier the rights which flow from the contract of carriage.

18. (1) The carrier shall be liable for damages sustained in the event of the destruction or loss of, or damage to, cargo upon condition only that the event which caused the damage so sustained took place during the carriage by air.

(2) However, the carrier shall not be liable if and to the extent it proves that the destruction, or loss of, or damage to, the cargo resulted from one or more of the following:—

(a) inherent defect, quality or vice of that cargo;

(b) defective packing of that cargo performed by a person other than the carrier or its servants or agents;

(c) an act of war or an armed conflict; and

(d) an act of public authority carried out in connection with the entry, exit or transit of the cargo.

(3) The carriage by air within the meaning of sub-rule (1) comprises the period during which the cargo is in charge of the carrier.

(4) The period of the carriage by air shall not extend to any carriage by land, by sea or by inland waterway performed outside an airport. If, however, such carriage takes place in the performance of a contract for carriage by air, for the purpose of loading, delivery or transshipment, any damage is presumed, subject to proof to the contrary, to have been the result of an event which took place during the carriage by air. If a carrier, without the consent of the consignor, substitutes carriage by another mode of transport for the whole or part of a carriage

intended by the agreement between the parties to be carriage by air, such carriage by another mode of transport is deemed to be within the period of carriage by air.

19. The carrier shall be liable for damage occasioned by delay in the carriage by air of passengers, baggage or cargo. Nevertheless, the carrier shall not be liable for damage occasioned by delay if it proves that it and its servants and agents took all measures that could reasonably be required to avoid the damage or that it was impossible for it or them to take such measures.

20. If the carrier proves that the damages was caused or contributed to by the negligence or other wrongful act or omission of the person claiming compensation, or the person from whom he or she derives his or her rights, the carrier shall be wholly or partly exonerated from its liability to the claimant to the extent that such negligence or wrongful act or omission caused or contributed to the damage. When by reason of death or injury of a passenger compensation is claimed by a person other than the passenger, the carrier shall likewise be wholly or partly exonerated from its liability to the extent that it proves that the damage was caused or contributed to by the negligence or other wrongful act or omission of that passenger. This rule applies to all the liability provisions of these rules, including sub-rule (1) of rule 21.

21. (1) For damages arising under sub-rule (1) of rule 17 not exceeding one lakh Special Drawing Rights for each passenger, the carrier shall not be able to exclude or limit its liability.

(2) The carrier shall not be liable for damages arising under sub-rule (1) of rule 17 to the extent that they exceed for each passenger one lakh Special Drawing Rights if the carrier proves that—

(a) such damage was not due to the negligence or other wrongful act or omission of the carrier or its servants or agents; or

(b) such damage was solely due to the negligence or other wrongful act or omission of a third party.

22. (1) In the case of damage caused by delay as specified in rule 19 in the carriage of persons, the liability of the carrier for each passenger is limited to four thousand one hundred and fifty Special Drawing Rights.

(2) In the carriage of baggage, the liability of the carrier in the case of destruction, loss, damage or

delay shall be limited to one thousand Special Drawing Rights for each passenger unless the passenger has made, at the time when the checked baggage was handed over to the carrier, a special declaration of interest in delivery at destination and has paid a supplementary sum, if so required. In that case, the carrier shall be liable to pay a sum not exceeding the declared sum, unless it proves that the sum is greater than the passenger's actual interest in delivery at destination.

(3) In the carriage of cargo, the liability of the carrier in the case of destruction, loss, damage or delay is limited to a sum of seventeen Special Drawing Rights per kilogramme, unless the consignor has made, at the time when the package was handed over to the carrier, a special declaration of interest in delivery at destination and has paid a supplementary sum, if so required. In that case, the carrier shall be liable to pay a sum not exceeding the declared sum, unless it proves that the sum is greater than the consignor's actual interest in delivery at destination.

(4) In the case of delay, destruction, loss or damage of part of the cargo, or of any object contained therein, the weight to be taken into consideration in determining the amount to which the carrier's liability is limited shall be only the total weight of the package or packages concerned. Nevertheless, when the delay, destruction, loss or damage of a part of the cargo, or of an object contained therein, affects the value of other packages covered by the same air waybill, or the same receipt or, if they were not issued, by the same record preserved by other means referred to in sub-rule (2) of rule 4, the total weight of such package or packages shall also be taken into consideration in determining the limit of liability.

(5) The provisions of sub-rules (1) and (2) shall not apply if it is proved that the damage resulted from an act or omission of the carrier, its servants or agents, done with intent to cause damage or recklessly and with knowledge that damage would probably result:

Provided that, in the case of such act or omission of a servant or agent, it is also proved that such servant or agent was acting within the scope of its employment.

(6) The limits prescribed in rule 21 and in this rule shall not prevent the court from awarding, in accordance with its own law, in addition, the whole or part of the court costs and of the other expenses

of the litigation incurred by the plaintiff, including interest. The foregoing provision shall not apply if the amount of the damages awarded, excluding court costs and other expenses of the litigation, does not exceed the sum which the carrier has offered in writing to the plaintiff within a period of six months from the date of the occurrence causing the damage, or before the commencement of the action, if that is later.

23. The sums mentioned in terms of Special Drawing Right in these rules shall be deemed to refer to the Special Drawing Right as defined by the International Monetary Fund and its conversion into national currencies shall, in case of judicial proceedings, be made in accordance with the method of valuation applied by the International Monetary Fund, in effect at the date of the judgment, for its operations and transactions.

24. (1) Without prejudice to the provisions of rule 25 and subject to sub-rule (2), the limits of liability prescribed in rules 21, 22 and 23 shall be reviewed by the depositary at five-year intervals, the first such review to take place at the end of the fifth year following the date of coming into force of these rules. The measure of the rate of inflation to be used in determining the inflation factor shall be the weighted average of the annual rates of increase or decrease in the Consumer Price Indices of the States whose currencies comprise the Special Drawing Right mentioned in rule 23.

(2) If the review referred to in sub-rule (1) concludes that the inflation factor has exceeded ten per cent., the depositary shall notify State Parties of a revision of the limits of liability. Any such revision shall become effective six months after its notification to the State Parties. If within three months after its notification to the State Parties, a majority of the State Parties register their disapproval, the revision shall not become effective and the depositary shall refer the matter to a meeting of the State Parties. The depositary shall immediately notify all States Parties about the coming into force of any revision.

(3) Notwithstanding anything contained in sub-rule (1), the procedure referred to in sub-rule (2) shall be applied at any time provided that one-third of the State Parties express a desire to that effect and upon condition that the inflation factor referred to in sub-rule (1) has exceeded thirty per cent. since the previous revision or since the date of entry into force of the Montreal Convention if

there has been no previous revision. Subsequent reviews using the procedure specified in sub-rule (1) shall take place at five-year intervals starting at the end of the fifth year following the date of the reviews under the provisions of this sub-rule.

25. A carrier may stipulate that the contract of carriage shall be subject to higher limits of liability than those provided for in these rules or to no limits of liability whatsoever.

26. Any provision tending to relieve the carrier of liability or to fix a lower limit than that which is laid down in these rules shall be null and void, but the nullity of any such provision does not involve the nullity of the whole contract, which shall remain subject to the provisions of these rules.

27. Nothing contained in these rules shall prevent the carrier from refusing to enter into any contract of carriage, from waiving any defence available in these rules, or from laying down conditions, which are not contrary to the provisions of these rules.

28. Notwithstanding anything contained in any other law for the time being in force, where the aircraft accident results in death or injury of passengers, the carrier shall make advance payments without delay to a natural person or persons who are entitled to claim compensation in order to meet the immediate economic needs of such persons. Such advance payments shall not constitute a recognition of liability and may be offset against any amounts subsequently paid as damages by the carrier.

29. In the carriage of passengers, baggage and cargo, any action for damages, however founded, whether under these rules or in contract or in tort or otherwise, can only be brought subject to the conditions and such limits of liability as are set out in these rules without prejudice to the question as to who are the persons who have the right to bring suit and what are their respective rights. In any such action, punitive, exemplary or any other non-compensatory damages shall not be recoverable.

30. (1) If an action is brought against a servant or agent of the carrier arising out of damage to which these rules relate, such servant or agent, if they prove that they acted within the scope of their employment, shall be entitled to avail themselves of the conditions and limits of liability which the carrier itself is entitled to invoke under these rules.

(2) The aggregate of the amounts recoverable from the carrier, its servants and agents, in that case, shall not exceed the said limits.

(3) Except in respect of the carriage of cargo, the provisions of sub-rules (1) and (2) shall not apply if it is proved that the damage resulted from an act or omission of the servant or agent done with intent to cause damage or recklessly and with the knowledge that damage would probably result.

31. (1) Receipt by the person entitled to delivery of checked baggage or cargo without complaint is *prima facie* evidence that the same has been delivered in good condition and in accordance with the document of carriage or with the record preserved by the other means referred to in sub-rule (2) of rule 3 and sub-rule (2) of rule 4.

(2) In the case of damage, the person entitled to delivery shall make a complaint to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt in the case of checked baggage and fourteen days from the date of receipt in the case of cargo. In the case of delay, the complaint shall be made at the latest within twenty-one days from the date on which the baggage or cargo have been placed at his disposal.

(3) Every complaint shall be made in writing and given or dispatched within the period specified in sub-rule (2).

(4) If no complaint is made within the period specified in sub-rule (2), no action shall lie against the carrier, except in the case of fraud committed by the carrier.

32. In the case of the death of the person liable, an action for damages lies in accordance with these rules against those legally representing his or her estate.

33. (1) An action for damages shall be brought, at the option of the claimant of damages, in the territory of one of the State Parties, either before the court of the domicile of the carrier or of its principal place of business, or where it has a place of business through which the contract has been made or before the court at the place of destination.

(2) In respect of damage resulting from the death or injury of a passenger, an action may be brought before one of the courts mentioned in sub-rule (1), or in the territory of a State Party in which at the

time of the accident the passenger has his or her principal and permanent residence and to or from which the carrier operates services for the carriage of passengers by air, either on its own aircraft, or on another carrier's aircraft pursuant to a commercial agreement, and in which that carrier conducts its business of carriage of passengers by air from premises leased or owned by the carrier itself or by another carrier with which it has a commercial agreement.

(3) For the purposes of sub-rule (2)—

(a) "commercial agreement" means an agreement, other than an agency agreement, made between carriers and relating to the provision of their joint services for carriage of passengers by air;

(b) "principal and permanent residence" means the one fixed and permanent abode of the passenger at the time of the accident. The nationality of the passenger shall not be the determining factor in this regard.

(4) Questions of procedure shall be governed by the law of the court seized of the case.

34. (1) Subject to the provisions of this rule, the parties to the contract of carriage for cargo may stipulate that any dispute relating to the liability of the carrier under these rules shall be settled by arbitration. Such agreement shall be in writing.

(2) The arbitration proceedings shall, at the option of the claimant, take place within one of the jurisdictions referred to in rule 33.

(3) The arbitrator or arbitration tribunal shall apply the provisions of these rules.

(4) The provisions of sub-rules (2) and (3) shall be deemed to be part of every arbitration clause or agreement, and any term of such clause or agreement which is inconsistent therewith shall be null and void.

35. (1) The right to damages shall be extinguished if an action is not brought within a period of two years, reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(2) The method of calculating the period shall be determined by the law of the court seized of the case.

36. (1) In the case of carriage to be performed by various successive carriers and falling within the definition set out in sub-rule (4) of rule 1, each carrier which accepts passengers, baggage or cargo shall be subject to the provisions of these rules and shall be deemed to be one of the parties to the contract of carriage in so far as the contract deals with that part of the carriage which is performed under its supervision.

(2) In the case of carriage of this nature, the passenger or any person entitled to compensation shall be entitled to take action only against the carrier which performed the carriage during which the accident or the delay occurred, except where, by express agreement, the first carrier has assumed liability for the whole journey.

(3) In respect of baggage or cargo, the passenger or consignor shall have a right of action against the first carrier, and the passenger or consignee who is entitled to delivery shall have a right of action against the last carrier, and further, each may take action against the carrier which performed the carriage during which the delay, destruction, loss or damage took place. These carriers shall be jointly and severally liable to the passenger or to the consignor or consignee.

37. Nothing in these rules shall prejudicially affect the right of a person liable for damages to take recourse against any other person.

#### CHAPTER IV

##### Combined Carriage

38. (1) In the case of combined carriage performed partly by air and partly by any other mode of carriage, the provisions of these rules shall, subject to the provisions of sub-rule (4) of rule 18, apply only to the carriage by air, provided that the carriage by air falls within the meaning of rule 1.

(2) Nothing in these rules shall prevent the parties in the case of combined carriage from inserting in the document of air carriage conditions relating to other modes of carriage, provided that the provisions of these rules are observed with regard to carriage by air.

#### CHAPTER V

##### Carriage by Air Performed by a Person Other than the Contracting Carrier

39. The provisions of this Chapter shall apply when a person (hereinafter referred to as the



contracting carrier) as a principal makes a contract of carriage under these rules with a passenger or consignor or with a person acting on behalf of the passenger or consignor, and another person (hereinafter referred to as the actual carrier) performs, by virtue of authority from the contracting carrier, the whole or part of the carriage, but is not with respect to such part, a successive carrier within the meaning of these rules. Such authority shall be presumed in the absence of proof to the contrary.

40. If an actual carrier performs the whole or part of carriage which, according to the contract referred to in rule 39, is governed by these rules, both the contracting carrier and the actual carrier shall, except as otherwise provided in this Chapter, be subject to the provisions of these rules, the former for the whole of the carriage contemplated in the contract, the latter solely for the carriage which it performs.

41. (1) The acts and omissions of the actual carrier and of its servants and agents acting within the scope of their employment shall, in relation to the carriage performed by the actual carrier, be deemed to be also those of the contracting carrier.

(2) The acts and omissions of the contracting carrier and of its servants and agents acting within the scope of their employment shall, in relation to the carriage performed by the actual carrier, be deemed to be also those of the actual carrier. Nevertheless, no such act or omission shall subject the actual carrier to liability exceeding the amounts referred to in rules 21, 22, 23 and 24. Any special agreement under which the contracting carrier assumes obligations not imposed by the provisions of these rules or any waiver of rights or defences conferred by the provisions of these rules or any special declaration of interest in delivery at destination contemplated in rule 22 shall not affect the actual carrier unless agreed to by it.

42. Any complaint to be made or instruction to be given under the provisions of these rules to the carrier shall have the same effect whether addressed to the contracting carrier or to the actual carrier. Nevertheless, instructions referred to in rule 12 shall only be effective if addressed to the contracting carrier.

43. In relation to the carriage performed by the actual carrier, any servant or agent of that carrier or of the contracting carrier shall, if they prove that

they acted within the scope of their employment, be entitled to avail themselves of the conditions and limits of liability which are applicable under the provisions of these rules to the carrier whose servant or agent they are, unless it is proved that they acted in a manner that prevents the limits of liability from being invoked in accordance with the provisions of these rules.

44. In relation to the carriage performed by the actual carrier, the aggregate of the amounts recoverable from that carrier and the contracting carrier, and from their servants and agents acting within the scope of their employment, shall not exceed the highest amount which shall be awarded against either the contracting carrier or the actual carrier under the provisions of these rules, but none of the persons mentioned shall be liable for a sum in excess of the limit applicable to that person.

45. In relation to the carriage performed by the actual carrier, an action for damages may be brought, at the option of the complainant, against that carrier or the contracting carrier, or against both together or separately. If the action is brought against only one of these carriers, that carrier shall have the right to require the other carrier to be joined in the proceedings, the procedure and effects being governed by the law of the court seized of the case.

46. Any action for damages contemplated in rule 45 must be brought, at the option of the complainant, in the territory of one of the State Parties, either before a court in which an action may be brought against the contracting carrier, as provided under rule 33, or before the court having jurisdiction at the place where the actual carrier has its domicile or its principal place of business.

47. Any contractual provision tending to relieve the contracting carrier or the actual carrier of liability under this Chapter or to fix a lower limit than that which is applicable according to this Chapter shall be null and void, but the nullity of any such provision does not involve the nullity of the whole contract, which shall remain subject to the provisions of this Chapter.

48. Except as provided in rule 45, nothing in this Chapter shall affect the rights and obligations of the carriers between themselves, including any right of recourse or indemnification.



## CHAPTER VI

## General and Final Provisions

49. Any clause contained in the contract of carriage and all special agreements entered into before the damage occurred by which the parties purport to infringe the rules laid down by these rules, whether by deciding the law to be applied, or by altering the rules as to jurisdiction, shall be null and void.

50. State Parties shall require their carriers to maintain adequate insurance covering their liability under the provisions of these rules. A carrier may be required to furnish evidence that it maintains adequate insurance covering its liability under the provisions of these rules.

51. The provisions of rules 3, 4, 5, 7 and 8 relating to the documentation of carriage shall not apply in the case of carriage performed in extraordinary circumstances outside the normal scope of a carrier's business.

52. The expression "days" when used in this Schedule means calander days and not working days.

## ANNEXURE

[See sub-section (2) of section 3, sub-section (2) of section 4 and sub-section (2) of Section 4A)

## PART-I

S. No.	High Contracting Parties to Convention	Date of enforcement of Convention
(1)	(2)	(3)
1.	Afghanistan	21st May, 1969
2.	Algeria	31st August, 1964
3.	Angola	8th June, 1998
4.	Argentina	19th June, 1952
5.	Armenia	23rd February, 1999
6.	Australia	30th October, 1935
7.	Austria	27th December, 1961
8.	Azerbaijan	23rd April, 2000
9.	Bahamas	10th July, 1973
10.	Bahrain	10th June, 1998
11.	Bangladesh	26th March, 1971
12.	Barbados	30th November, 1966
13.	Belarus	25th December, 1959
14.	Belgium	11th October, 1936
15.	Benin	1st August, 1960
16.	Bolivia	29th March, 1999

(1)	(2)	(3)
17.	Bosnia and Herzegovina	6th March, 1992
18.	Botswana	30th September, 1966
19.	Brazil	13th February, 1933
20.	Brunei Darussalam	1st January, 1984
21.	Bulgaria	23rd September, 1949
22.	Burkina Faso	9th March, 1962
23.	Cambodia	12th March, 1997
24.	Cameroon	1st January, 1960
25.	Canada	8th September, 1947
26.	Cape Verde	8th May, 2002
27.	Chile	31st May, 1979
28.	China	18th October, 1958
29.	Colombia	13th November, 1966
30.	Comoros	9th September, 1991
31.	Congo	15th August, 1960
32.	Costa Rica	8th August, 1984
33.	Cote d' Ivoire	7th August, 1960
34.	Croatia	8th October, 1991
35.	Cuba	19th October, 1964
36.	Cyprus	16th August, 1960
37.	Czech Republic	1st January, 1993
38.	Democratic People's Republic of Korea	30th May, 1961
39.	Democratic Republic of the Congo	30th June, 1960
40.	Denmark	1st October, 1937
41.	Dominican Republic	25th May, 1972
42.	Ecuador	1st March, 1970
43.	Egypt	5th December, 1955
44.	El Salvador	
45.	Equatorial Guinea	19th March, 1989
46.	Estonia	14th June, 1998
47.	Ethiopia	12th November, 1950
48.	Fiji	10th October, 1970
49.	Finland	1st October, 1937
50.	France	13th February, 1933
51.	Gabon	16th May, 1969
52.	Germany	29th December, 1933
53.	Ghana	9th November, 1997
54.	Greece	11th April, 1938
55.	Grenada	
56.	Guatemala	4th May, 1997
57.	Guinea	10th December, 1961
58.	Honduras	25th September, 1994
59.	Hungary	27th August, 1936
60.	Iceland	19th November, 1948
61.	India	15th August, 1947
62.	Indonesia	17th August, 1945
63.	Iran (Islamic Republic of)	6th October, 1975
64.	Iraq	26th September, 1972
65.	Ireland	19th December, 1935
66.	Israel	6th January, 1950

(1)	(2)	(3)	(1)	(2)	(3)
67.	Italy	15th May, 1933	118.	Saint Vincent and the Grenadines	27th October, 1979
68.	Japan	18th August, 1953	119.	Samona	1st January, 1962
69.	Jordan	25th May, 1946	120.	Saudi Arabia	27th April, 1969
70.	Kazakhstan		121.	Senegal	17th September, 1964
71.	Kenya	12th December, 1963	122.	Serbia and Montenegro	27th April, 1992
72.	Kuwait	9th November, 1975	123.	Seychelles	22nd September, 1980
73.	Kyrgyzstan	9th May, 2000	124.	Sierra Leone	27th April, 1961
74.	Lao People's Democratic Republic	19th July, 1949	125.	Singapore	3rd December, 1971
75.	Latvia	13th February, 1933	126.	Slovakia	1st January, 1993
76.	Lebanon	22nd November, 1943	127.	Slovenia	25th June, 1991
77.	Lesotho	4th October, 1966	128.	Solomon Islands	7th July, 1978
78.	Liberia	31st July, 1942	129.	South Africa	22nd March, 1955
79.	Libyan Arab Jamahiriya	14th August, 1969	130.	Spain	13th February, 1933
80.	Liechtenstein	7th August, 1934	131.	Sri Lanka	4th February, 1948
81.	Lithuania		132.	Sudan	12th May, 1975
82.	Luxembourg	5th January, 1950	133.	Suriname	28th September, 2003
83.	Madagascar	26th June, 1960	134.	Swaziland	
84.	Malawi	25th January, 1978	135.	Sweden	1st October, 1937
85.	Malaysia	16th September, 1963	136.	Switzerland	7th August, 1934
86.	Maldives	11th January, 1996	137.	Syrian Arab Republic	2nd March, 1959
87.	Mali	26th April, 1961	138.	The former Yugoslav Republic of Macedonia	17th September, 1991
88.	Malta	21st September, 1964	139.	Togo	30th September, 1980
89.	Mauritania	4th November, 1962	140.	Tonga	4th June, 1970
90.	Mauritius	15th January, 1990	141.	Trinidad and Tobago	31st August, 1962
91.	Mexico	15th May, 1933	142.	Tunisia	13th February, 1964
92.	Monaco		143.	Turkey	23rd June, 1978
93.	Mongolia	29th July, 1962	144.	Turkmenistan	20th March, 1995
94.	Morocco	5th April, 1958	145.	Uganda	22nd October, 1963
95.	Myanmar	4th January, 1948	146.	Ukraine	12th November, 1959
96.	Nauru	31st January, 1968	147.	United Arab Emirates	3rd July, 1986
97.	Nepal	13th May, 1966	148.	United Kingdom	15th May, 1933
98.	Netherlands	29th September, 1933	149.	United Kingdom for the following territories:	3rd March, 1935
99.	New Zealand	5th July, 1937		-Bermuda	
100.	Niger	3rd August, 1960		-British Antarctic Territory	
101.	Nigeria	1st October, 1960		-Cayman, Turks and Caicos Islands	
102.	Norway	1st October, 1937		-Akrotiri and Dhekelia	
103.	Oman	4th November, 1976		-Falkland Islands and Dependencies	
104.	Pakistan	14th August, 1947		-Hong Kong	
105.	Panama	10th February, 1997		-Montserrat	
106.	Papua New Guinea	16th September, 1975		St. Helena and Ascension	
107.	Paraguay	26th November, 1969	150.	United Republic of Tanzania	6th July, 1965
108.	Peru	3rd October, 1998	151.	United States	29th October, 1934
109.	Philippines	7th February, 1991			
110.	Poland	13th February, 1933			
111.	Portugal	18th June, 1947			
112.	Qatar	22nd March, 1987			
113.	Republic of Korea				
114.	Republic of Moldova	19th June, 1997			
115.	Romania	13th February, 1933			
116.	Russian Federation	18th November, 1934			
117.	Rwanda	1st July, 1962			

(1)	(2)	(3)
152.	Uruguay	2nd October, 1979
153.	Uzbekistan	28th May, 1997
154.	Vanuatu	24th January, 1982
155.	Venezuela	13th September, 1955
156.	Viet Nam	9th January, 1983
157.	Yemen	4th August, 1982
158.	Zambia	24th October, 1964
159.	Zimbabwe	18th April, 1980

## PART-II

S. No.	High Contracting Parties to Convention	Date of enforcement of Convention
(1)	(2)	(3)
1.	Afghanistan	21st May, 1969
2.	Algeria	31st August, 1964
3.	Angola	8th June, 1998
4.	Argentina	10th September, 1969
5.	Australia	1st August, 1963
6.	Austria	24th June, 1971
7.	Azerbaijan	23rd April, 2000
8.	Bahamas	10th July, 1973
9.	Bahrain	10th June, 1998
10.	Bangladesh	26th March, 1971
11.	Belarus	1st August, 1963
12.	Belgium	25th November, 1963
13.	Benin	1st August, 1963
14.	Bosnia and Herzegovina	6th March, 1992
15.	Brazil	14th September, 1964
16.	Bulgaria	13th March, 1964
17.	Cambodia	12th March, 1997
18.	Cameroon	1st August, 1963
19.	Canada	17th July, 1964
20.	Cape Verde	8th May, 2002
21.	Chile	31st May, 1979
22.	China	18th November, 1975
23.	Colombia	13th November, 1966
24.	Congo	1st August, 1963
25.	Costa Rica	8th August, 1984
26.	Cote d' Ivoire	1st August, 1963
27.	Croatia	8th October, 1991
28.	Cuba	28th November, 1965
29.	Cyprus	21st October, 1970
30.	Czech Republic	1st January, 1993
31.	Democratic People's Republic of Korea	2nd February, 1981
32.	Denmark	1st August, 1963
33.	Dominican Republic	25th May, 1972
34.	Ecuador	1st March, 1970
35.	Egypt	1st August, 1963
36.	El Salvador	1st August, 1963
37.	Estonia	14th June, 1998
38.	Fiji	10th October, 1970

(1)	(2)	(3)
39.	Finland	23rd August, 1977
40.	France	1st August, 1963
41.	Gabon	16th May, 1969
42.	Germany	1st August, 1963
43.	Ghana	9th November, 1997
44.	Greece	21st September, 1965
45.	Grenada	13th November, 1985
46.	Guatemala	26th October, 1971
47.	Guinea	7th January, 1991
48.	Hungary	1st August, 1963
49.	Iceland	1st August, 1963
50.	India	15th May, 1973
51.	Iran (Islamic Republic of)	6th October, 1975
52.	Iraq	1st August, 1963
53.	Ireland	1st August, 1963
54.	Israel	3rd November, 1964
55.	Italy	2nd August, 1963
56.	Japan	8th November, 1967
57.	Jordan	13th February, 1974
58.	Kazakhstan	28th November, 2002
59.	Kenya	4th October, 1999
60.	Kuwait	9th November, 1975
61.	Kyrgyzstan	9th May, 2000
62.	Lao People's Democratic Republic	1st August, 1963
63.	Latvia	31st December, 1998
64.	Lebanon	8th August, 1978
65.	Lesotho	15th January, 1976
66.	Libyan Arab Jamahiriya	14th August, 1969
67.	Liechtenstein	3rd April, 1966
68.	Lithuania	19th February, 1997
69.	Luxembourg	1st August, 1963
70.	Madagascar	1st August, 1963
71.	Malawi	7th September, 1971
72.	Malaysia	19th December, 1974
73.	Maldives	11th January, 1996
74.	Mali	29th March, 1964
75.	Mauritius	15th January, 1990
76.	Mexico	1st August, 1963
77.	Monaco	8th July, 1979
78.	Morocco	15th February, 1976
79.	Nauru	31st January, 1968
80.	Nepal	13th May, 1966
81.	Netherlands	1st August, 1963
82.	New Zealand	14th June, 1967
83.	Niger	1st August, 1963
84.	Nigeria	29th September, 1969
85.	Norway	1st August, 1963
86.	Oman	2nd November, 1987
87.	Pakistan	1st August, 1963
88.	Panama	10th February, 1997

(1)	(2)	(3)	(1)	(2)	(3)
89.	Papua New Guinea	16th September, 1975	130.	United States	14th December, 2003
90.	Paraguay	26th November, 1969	131.	Uzbekistan	28th May, 1997
91.	Peru	3rd October, 1988	132.	Vanuatu	24th January, 1982
92.	Philippines	28th February, 1967	133.	Venezuela	1st August, 1963
93.	Poland	1st August, 1963	134.	Viet Nam	9th January, 1983
94.	Portugal	15th December, 1963	135.	Yemen	4th August, 1982
95.	Qatar	22nd March, 1987	136.	Zambia	23rd June, 1970
96.	Republic of Korea	11th October, 1967	137.	Zimbabwe	25th January, 1981
97.	Republic of Moldova	19th June, 1997	PART-III		
98.	Romania	1st August, 1963	S. No.	State Parties	Date of enforcement
99.	Russian Federation	1st August, 1963	(1)	(2)	(3)
100.	Rwanda	27th March, 1991	1.	Albania	19th December, 2004
101.	Saint Vincent and the Grenadines	3rd March, 2002	2.	Austria	28th June, 2004
102.	Samoa	14th January, 1973	3.	Bahrain	4th November, 2003
103.	Saudi Arabia	27th April, 1969	4.	Barbados	4th November, 2003
104.	Senegal	17th September, 1964	5.	Belgium	28th June, 2004
105.	Serbia and Montenegro	27th April, 1992	6.	Belize	4th November, 2003
106.	Seychelles	22nd September, 1980	7.	Benin	29th May, 2004
107.	Singapore	4th February, 1968	8.	Botswana	4th November, 2003
108.	Slovakia	1st January, 1993	9.	Bulgaria	9th January, 2004
109.	Slovenia	25th June, 1991	10.	Cameroon	4th November, 2003
110.	Solomon Islands	7th July, 1978	11.	Canada	4th November, 2003
111.	South Africa	17th December, 1967	12.	Cape Verde	22nd October, 2004
112.	Spain	6th March, 1966	13.	China	31st July, 2005
113.	Sri Lanka	25th May, 1997	14.	Colombia	4th November, 2003
114.	Sudan	12th May, 1975	15.	Cuba	13th December, 2005
115.	Suriname	17th January, 2005	16.	Cyprus	4th November, 2003
116.	Swaziland	18th October, 1978	17.	Czech Republic	4th November, 2003
117.	Sweden	1st August, 1963	18.	Denmark	28th June, 2004
118.	Switzerland	1st August, 1963	19.	Egypt	25th April, 2005
119.	Syrian Arab Republic	1st August, 1963	20.	Estonia	4th November, 2003
120.	The former Yugoslav Republic of Macedonia	17th September, 1991	21.	Finland	28th June, 2004
121.	Togo	30th September, 1980	22.	France	28th June, 2004
122.	Tonga	22nd May, 1977	23.	Gambia	9th May, 2004
123.	Trinidad and Tobago	8th August, 1983	24.	Germany	28th June, 2004
124.	Tunisia	13th February, 1964	25.	Greece	4th November, 2003
125.	Turkey	23rd June, 1978	26.	Hungary	7th January, 2005
126.	Ukraine	1st August, 1963	27.	Iceland	16th August, 2004
127.	United Arab Emirates	16th January, 1994	28.	Ireland	28th June, 2004
128.	United Kingdom	1st June, 1967	29.	Italy	28th June, 2004
129.	United Kingdom for the following territories: -Bermuda -British Antarctic Territory -Cayman, Turks and Calcos Islands	1st June, 1967	30.	Japan	4th November, 2003
			31.	Jordan	4th November, 2003
			32.	Kenya	4th November, 2003
			33.	Kuwait	4th November, 2003
			34.	Latvia	15th February, 2005
			35.	Lebanon	14th May, 2005
			36.	Lithuania	29th January, 2005
			37.	Luxembourg	28th June, 2004
			38.	Maldives	30th December, 2005
			39.	Malta	4th July, 2004
			40.	Mexico	4th November, 2003
			41.	Monaco	17th October, 2004

(1)	(2)	(3)
42. Mongolia		4th December, 2004
43. Namibia		4th November, 2003
44. Netherlands		28th June, 2004
45. New Zealand		4th November, 2003
46. Nigeria		4th November, 2003
47. Norway		28th June, 2004
48. Panama		4th November, 2003
49. Paraguay		4th November, 2003
50. Peru		4th November, 2003
51. Portugal		4th November, 2003
52. Qatar		14th January, 2005
53. Romania		4th November, 2003
54. Saint Vincent and the Grenadines		28th May, 2004
55. Saudi Arabia		14th December, 2003
56. Slovakia		4th November, 2003
57. Slovenia		4th November, 2003
58. Spain		28th June, 2004
59. Sweden		28th June, 2004
60. Switzerland		5th September, 2005
61. Syrian Arab Republic		4th November, 2003
62. The Former Yugoslav Republic of Macedonia		4th November, 2003
63. Tonga		19th January, 2004
64. United Arab Emirates		4th November, 2003
65. United Kingdom		28th June, 2004
66. United Republic of Tanzania		4th November, 2003
67. United States		4th November, 2003
68. Vanuatu		8th January, 2006
69. European Community		28th June, 2004.'.

Deputy District Registrar, Group 'B' Gazetted in the Pay Band of Rs. 9,300-34,800 plus Grade Pay of Rs. 4,200/- in the Registration Department for the purpose of doing the work of re-construction of old records, in respect of Births, Deaths, Marriages, etc., under the Goa Reconstruction of Registers and Records Rules, 2008 framed under the Goa Re-construction of Registers and Records Act, 2005, with immediate effect.

The Dy. District Registrar shall function under the Directorate of Planning, Statistics and Evaluation, Panaji for the above purpose.

The expenditure to the above post, shall be debitable to the Budget Head "2030—Stamps and Registration, 03-Registration, 001—Direction and Administration, 01—Superintendence, 01—Salaries (N.P.), under Demand No. 10.

This is issued on the recommendation of Administrative Reforms Department and concurrence of Finance (Rev. & Cont.) Department, Secretariat, Panaji vide their U. O. No. Fin (R&C)/2815-F/2008 dated 10-11-2008 as well as approval accorded by the cabinet on 15-07-2009.

This issues in supersession of the earlier Order No. 9/4/2008-LD(Estt)/4314 dated 10-09-2009.

By order and in the name of the Governor of Goa.

*N. P. Singnapurker*, Under Secretary (Estt.).

Porvorim, 16th December, 2009.

Establishment Division

### Order

9/4/2008-LD (Estt.)/5849

Read: No. 9/4/2008-LD (Estt)/4314 dated 10-09-2009.

Sanction of the Government is hereby conveyed for the creation of one post of

[www.goagovt.nic.in/gazette.htm](http://www.goagovt.nic.in/gazette.htm)

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